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[a1472]

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Hongkong, 4th December, 1907. [a36]

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[a213] THE MANAGER

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BIRTHS.
On 6th September, at No. 39, The Peak, the wife of GERALD A. TINDALL, of a son. (1032)
On September 1st, at Shanghai, the wife of FREDERICK E. MANN, of a daughter.

DEATHS.
On September 1st, at Shanghai, ARTHUR RODERICK EVANS, aged 35 years.
On September 1st, at Birkdale, Southport, BERTHA, beloved wife of JAMES KEISFOOT, of Shanghai. (By Cable).
On September 1st, at Shanghai, JAMES YOUNG MORRISON, of Messrs. Holliday, Wise & Co., aged 33 years.
On September 2nd, at Shanghai, CAMPBELL DAVIS, Engineer, S.S. Hang Sang, aged 34 years.

HONGKONG OFFICE: 10A, DES VUEZ ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1910.

The other day in a footnote appended to a telegram concerning an extensive lock-out in the shipbuilding trade we said the reference seemed to be to British yards; though previous telegrams had relation exclusively to a labour crisis in the German shipbuilding yards. News received by yesterday's mail from Europe, via Siberia, proves the supposition to have been correct. Mention is made of a ballot being taken of the nineteen sections of the shipbuilding industry in Great Britain on certain proposals for an advance in wages, and strong fears were expressed that the majority would be found in favour of forcing the demands of the men on the employers. Those fears have proved to be well-founded, and the employers have met the demand by an extensive lock-out, which, at the outset involves a loss of employment to fifty thousand men.

Our latest mail news from London is to the effect that the situation in the labour world was probably never more serious than at the present time. "Throughout Europe a large number of great strikes are either in progress or dangerously near." The reference to strikes in progress would include the strike of eight thousand riveters in the Hamburg shipbuilding yards, which began a month ago and threatened to extend to other German shipbuilding centres. The federated employers took the bull by the horns and locked-out a large proportion of their men. Others came out on strike by way of protest, and according to the latest telegram on the subject the number of men employed in the German yards has been reduced by 22,000 men. This is not so large a number as was anticipated at the commencement, and it may therefore be concluded that the Labour organisations have not met with the amount of success they expected when they called out the men from the yards in which lock-outs had been instituted. In Germany, as in Great Britain, the employers as well as the men are organised, and the situation therefore is correctly described as one of two compact armies in battle array. Victory will go to the strongest. The shipbuilding industry is not the only sufferer by labour disputes at the present time. Confining our observations for the moment to Great Britain, we see that the Seamen's Union has threatened to call out a hundred thousand men for a fortnight to dislocate the carrying industry at every port in the kingdom. Discontent with pay and position is also reported to be spreading rapidly among the railway-men. The companies have recently been approached once more, and at a meeting held at Liverpool on the 14th ult. it was decided to call out the men if the concessions demanded are not forthcoming. In France also an agitation among railway men is reported to be assuming serious proportions, while in Spain a strike for shorter hours has been in progress among the miners of Bilbao for some weeks past. Having regard to all these reports the statement that the situation in the labour world in Europe was never more serious than it is to-day does not seem exaggerated. There is something more than usually disquieting about the trouble in the British shipyards. The men have rejected the advice of their leaders, and disregarded the compact made with the employers last year when an agreement was made embodying a system for the regulation of wages, and a procedure of conciliation with a view to avert strikes and lock-outs. It is now proved to be a worthless document. REUTER yesterday told us that the employers, before permitting a resumption of work, require assurances for the due observance of the shipyard agreement. To-day's news is that the employers and the trades unions are negotiating terms of settlement, and that the crux of the whole matter is what the employers will accept as assurances that there will be no recurrence of sectional strikes. Exactly, and in view of the fact that an agreement not two years old has already been broken by the men, who have flouted the advice of their leaders, it is difficult to see what satisfactory assurances can be offered to the employers.

The Shanghai Autumn Race Meeting takes place on November 1st, 2nd and 3rd. The Tientsin meeting is fixed for the same dates. The "quick lunch" system has been introduced to Shanghai by the Palace Hotel—a sign of the times. The reason for recalling all the Viceroy's to the Capital, says a native paper, was to hold a general conference regarding the present situation of the Empire. The havoc wrought at Hsinmintun by the recent flood appears graver than previously reported. About 75 per cent. of the houses have collapsed. A large number of the Chinese victims were starving, the relief measures being quite inadequate. A relief fund which has been opened by the Foreign Board of Trade at Yokohama to alleviate the distress occasioned by the recent floods in Tokyo totalled Yen 19,830.16 when the last mail left. A fund has been opened by the Japan Gazette in aid of the widows and orphans of those who died in the Bedford disaster. One of the leading Tokyo papers has a paragraph stating that in Tokyo official quarters the opinion is gradually gaining strength that the railways in Korea will be purchased by the South Manchurian Railway Company, and that the railway administration in the Peninsula will be entrusted to the Company. The Tokyo Government will shortly raise a loan to the extent of over Y.20,000,000 in connection with the annexation of Korea. This sum will be given to the Korean Ministers of State and other officials in Korea in the form of bonds. The domestic market will, it is believed, not be affected thereby, as money is now plentiful.

The bound volume of the Report of the General Committee of the Hongkong General Chamber of Commerce for the year ending 31st December, 1909, is now published, and our thanks are due to the Secretary for a copy.

The return of visitors to the City Hall Library and Museum for the week ending the 4th September shows that of non-Chinese there were 323 to the Library and 180 to the Museum, and of Chinese 136 to the former and 2,086 to the latter. The Library was, therefore, used by 459 persons and the Museum by 2,266.

Mr. C. Koike, Japanese Consul-General, Mukden, has filed with Viceroy Hsi-liang a demand for Y20,000 as indemnity for the forcible ejection of a number of Korean farmers from their paddies on the Lia River and in Hsianlin Prefecture, which they rented from their Chinese owners and had under cultivation.

We learn from a Japan contemporary that Mr. Arima, at present manager of the Hongkong branch of the Osaka Shosen Kaisha, is to become the manager of the Kobe branch. Mr. Arima, since he has been in Hongkong, has made a large number of friends who will be pleased to hear of his promotion, though they will much regret his departure from Hongkong.

On the 25th ultimo the Commander-in-Chief of the U.S. Asiatic Squadron transferred his flag from the *Charleston* to the *New York*, then in Yokohama. The *Charleston* was expected to leave for home the following day. The *New York* and the other American ships were to remain in port until the 1st instant, when they were expected to leave for Manila.

We received yesterday from the American Consul-General, Hongkong, the following Typhoon Warning despatched from the Manila Observatory at 12.30 p.m.:—Cyclone or typhoon W. of Naha, moving N. or N.N.E. Low-pressure area extending from China Sea to the east of Balmatang and Bashi Channels. A circular depression may be forming in it to the N. W. of Luzon.

We regret to learn of the death from hydrophobia of Dr. J. Aylward Churchill of Swatow. Dr. Churchill commenced practice in Hongkong in June of last year, but shortly afterwards removed to Swatow, where he remained until the time of his death. He was bitten by a dog on July 15th, and after calling in medical aid all appeared to be well with him. Last Thursday, however, he took a sudden turn, and died shortly afterwards. Mrs. Churchill is away in Japan on a holiday trip.

An interesting prosecution is at present before the Magistrate. Two Chinese are charged with obtaining money by false pretences. It is alleged that they went to several shopkeepers, representing that they were interpreters acting on behalf of sanitary inspectors who would order certain repairs to be carried out on the premises if money were not forthcoming. In one instance, the shopkeeper sent the man to the appointed meeting place, where it was handed over to one of the defendants in the presence of a policeman.

Some time ago a scheme for the construction of a tramway up Rokkasan, the summer resort near Kobe, was mooted. The scheme has now been revived by the Hanshin Electric Tramway Company, which proposes, says the *Japan Chronicle*, to open a service of cable cars to Rokkasan. Apart from this a syndicate is being formed to construct a motor-car railway from Sumiyoshi to Rokkasan via Maya-san, and from Rokkasan to Sumiyoshi direct. The total distance of the line would be about twelve miles, and the cost is estimated at Y.5,000,000.

A party of 120 American tourists, organised by the *Los Angeles Examiner*, arrived at Yokohama by the P. M. steamer *Monte Carlo* on the 29th ult. On their arrival the party were presented with souvenir medals by the Yokohama Chamber of Commerce, which placed a band of music at the bat and sent up fireworks in welcome. After visiting Tokyo, Nikko and Kamakura, the party were expected to leave Yokohama for Kobe on the 31st, visiting Kyoto and Osaka on their way to Manila, via Nagasaki and Hongkong.

To-night Mr. Warwick Major's Comedy Company opens a season at the Theatre Royal, when Mr. Charles Hawtrey's laughable farcical comedy "Jane" will be staged. This Company is making its first appearance in the Colony, though Miss Georgie Corless, the leading lady in the Company, is an old favourite. The Company will no doubt be fittingly welcomed, especially in view of the fact that it is many months since residents have had an opportunity of witnessing a play. The Warwick Major Comedy Co. is a strong one, and judging by the opinions which it has earned in other ports, its season in Hongkong should prove a great success.

DISTINGUISHED AMERICAN VISITOR TO HONGKONG.

Yesterday the American transport ship *Crook* arrived in Hongkong, having on board the Hon. J. M. Dickenson, the American Secretary for War. Mr. Dickenson, who has had a busy time in the Philippines, is anxious that his visit should be entirely informal. He wishes to see the place, and, with the exception of the courtesy calls, there will be no official programme. He is accompanied by Mrs. Dickenson, General Edwards, chief of the Bureau of Insular Affairs in Washington, Major J. B. Porter (who, however, returns to Manila) and Captain Cootes. A number of friends who are travelling with him to the United States came up from Manila by the *Rubi* on Monday. Mr. Dickenson will travel north by the German Mail on Thursday morning. The *Crook*, having come to Hongkong for repairs, afterwards went into dock at Takao.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

THE BRITISH SHIPBUILDING CRISIS.

LONDON, September 6th.
It is officially announced that the Shipbuilding Employers Federation and the Trade Unions are at present negotiating the terms of settlement of the lock-out, the crux being what the employers will accept as assurances that there will be no recurrence of sectional strikes.

The assurances offered will imply the loyalty of members of the Trades Unions, but how that loyalty will be ensured is the problem facing the executive.

MR. WINSTON CHURCHILL WOUNDED.

LONDON, September 6th.
The "Manchester Guardian" reports that the Rt. Hon. Winston Churchill, President of the Board of Trade, has been slightly wounded accidentally in the leg.

He has been operated upon in the English hospital at Smyrna and is doing well.

AN ALLEGED GERMAN SPY ARRESTED IN ENGLAND.

LONDON, September 5th.
The "Evening News" announces that a subaltern of the German Pioneer Regiment was arrested this afternoon in the act of sketching the fortifications at Portsmouth.

TURKISH LOAN UNSETTLED.

LONDON, September 5th.
The newspapers state that the Grand Vizier's interviews with M. Briand and M. Pichon have left the proposed Turkish loan in an unsettled state.

M. Pichon insisted that the proceeds should not be spent at Krupp's, or in a manner that would help the German Navy.

TURKEY'S LITTLE WAR.

LONDON, September 5th.
It is reported from Constantinople that preparations are proceeding at Damascus for a Turkish expedition against the Druses who recently rose in revolt.

A CHINESE MILLIONAIRE.

Towkay Yau Tet Shin in the course of his examination in the Ipoh bribery case said that he had been in the Straits for 32 years. He was a miner and owned rubber estates. He had also had gambling and sub-gambling farms. In his mines he employed between four and five thousand coolies. His annual payment to the Government was about forty to fifty thousand dollars a year, which did not include his payment in respect of tin. He had seventeen sons and two daughters. Seven of the sons were being educated in Bangalore, India, and several in China, whilst several young ones were in Ipoh.

Continuing, Mr. Yau Tet Shin said he had built a market in Ipoh some time ago at a cost of \$14,000, not including the value of the land, and presented it to the town. About ten years ago he made a present of a hospital to the Government, who had since effected alterations to the building.

Mr. Hope said he thought witness had also displayed a certain amount of patriotism in respect to the South African War. Accused replied that he made a gift of \$10,000 on that occasion, which, on the suggestion of Sir Frank Swettenham, he devoted to the object of helping the widows and orphans of the warriors. He was also a pioneer in the building of the New Town, over which he spent \$1,100,000. His assets were four millions and his liabilities on mortgages, etc., totalled one and a half millions. His assets were therefore two-and-a-half millions over his liabilities if he realised at the best market prices. He had a shop in Singapore. His attorney, Wong Kap Soot, had worked for him for about thirty years. His duties were to conduct his (accused's) private and Police Court work. He died about last March. About a month afterwards he appointed Lim Sim Yung as his attorney, with duties similar to those of his late attorney. He had to represent him (the accused) in Court. He himself never appeared in Court.

LOCAL SPORT.

THE INTERPORT SWIMMING CARNIVAL.

RETURN OF THE HONGKONG TEAM.
The victorious Hongkong swimmers returned to the Colony by the German mail steamer *Goben* yesterday morning, but owing to the vessel entering port shortly after daylight no one boarded her to welcome them back and to congratulate them on their splendid achievement. However, we may take the opportunity of doing so now on behalf of all local sportsmen who so keenly watched the progress of events as detailed by cable. The Colony's representatives worthily upheld the reputation of Hongkong as a sporting community, and notwithstanding the different conditions under which they competed, they brought back the flag which many expected would be left behind.

In a chat with a few of the members of the team, our representative learned that it took the local boys some time to get used to swimming in fresh water, which is much heavier than the salt, to which they are accustomed. Logan, needless to say, was the hero of the team, and his splendid achievements in the interport events made him a favourite with the sporting fraternity of Shanghai. Humphreys, the captain of the local team, was altogether out of form, and entered for only the team races, while Claxton, from whom much was expected, unfortunately injured his leg, and was unable to compete. The water polo match which was won by Shanghai, and which was looked upon as a certainty for Hongkong, appears to have been the cause of some dissension. In the North, apparently, they do not play to the whistle, and this seems to have confused the Hongkong team and was, in fact, the cause of Shanghai getting their first goal. One of their players was given a "foul" throw right in front of the Hongkong net. Forbes, who was in goal, was waiting for the whistle to sound; but the whistle was silent, and before he realised it, the ball was thrown into the net, and all the Hongkong players were surprised to learn that the result was a goal for Shanghai. However, the local men were not long in equalising, but in the extra time played Shanghai scored the winning goal.

In the boxing line the match between Forbes and Vernon of Shanghai, who is supposed to be very skilful with the "mils," was cancelled, Vernon not being in condition to meet the amateur champion of the V.R.C.

Altogether, the local team had an enjoyable time in the Northern settlement, and regretted that they were unable to stay long enough to fraternise more with their rivals and to participate in the pleasures which Shanghai had arranged for them. The Shanghai men were greatly disappointed at being unable to return the hospitality which they received when here last year, but as the ship was ready to sail, and as delay meant expense, the Hongkong representatives were reluctantly compelled to take a speedy farewell, all except Logan, who returns to the Colony with his father on the *Empress*.

CRICKET PRACTICE.

The I.K.C.C. ground will be opened (weather permitting) for net practice to all members of the Club on and after to-day, the 7th September.

POLICE INTELLIGENCE.

At the Magistracy yesterday fourteen men were charged with keeping and being found in an opium den in Tung Street. The keeper was fined \$50 and the remainder \$3 each.

A curious report was made to the police on Monday. It was stated that while the steam launch *Daisy* was lying off Bowring Canal the night before a suit of clothing and an old trypeller, weighing 150lbs. and worth \$35, were stolen.

The Korean who recently attempted to commit suicide was before the Magistrate again yesterday. He is waiting for funds from the North to pay his passage, and after making a statement to this effect he was remanded again for a week.

Madame Flint, 10, Des Vaux Road Central, has suffered from a visitation of thieves. The premises were entered by the padlock being wrenched off, and an electric fan, a table cloth, a bed cover, bath towel, five cane chairs, and four electro-plated forks were taken away.

The variety of the thefts committed by Chinese is amazing. The latest, according to a report made to the police by Mr. Tolland, of the China and Japan Telephone Company, is that thieves stole from the Bowring Canal depot a drum containing 220 feet of telephone cable. The drum has since been found in the harbour.

The master of a cargo boat appeared at the Magistracy yesterday on a charge of having a quantity of opium in his possession. The excise officers, acting on information received, proceeded to the cargo boat, where they instituted a thorough search, but they could not discover the hidden drug. They paid a second visit and were on the point of abandoning the search when the opium was found secreted in the wood-work.

THE CHINESE QUEUE DOOMED.

A telegram from Peking to the *Chung Ngai San Po* states that His Highness the Prince Regent has endorsed the recommendation of Prince Tsai Tao for the abolition of the queue in the Naval, Military and Police forces of the Empire. The Imperial Edict on the subject is to be issued at the beginning of next Chinese New Year.

THE "BEDFORD."

FURTHER PARTICULARS OF THE DISASTER.

Nagasaki, August 23th.
It is possible now to give a brief, but connected, account of the accident to the cruiser *Bedford*.

The four large ships of the British China Squadron—flagship *Minotaur* and cruisers *Bedford*, *Kent*, and *Monmouth*—left Weihaiwei on Saturday, 20th inst., for Nagasaki. On the voyage a speed trial was to be run, and at four o'clock on Sunday morning (Weihaiwei time) the vessels were steaming at nineteen knots an hour. The usual change of watch then took place, but just as the "watch below" were turning in, the *Bedford*, which was the leading vessel, ran on to the Sunanwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, the crew were proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and officers and men awaited orders as calmly as though an ordinary drill exercise about to be performed. The condition of the ship was hastily ascertained by those whose duty it was to do so, and then the first order to the ship's company was given. "Lash and stow hammocks," making known to the men that there was no immediate danger, and a period of anxious suspense ended. Some time later, as the ship was being towed, it was known that lives had been lost: the first intimation of the fact was the report of the Chief Engineer that fifteen men who had been at work in the No. 1 boiler-room were "missing," which under the circumstances, was synonymous with killed or drowned. A little later the number was increased to eighteen, the additions being three seamen who had been employed as coal-trimmers owing to the speed trial.

At the time the *Bedford* struck the rock the day had scarcely broken. Within ten minutes all the ship's machinery ceased working and below the top deck darkness reigned and added to the discomfort of the occasion. Nothing could be done but wait for daylight.

As soon as the accident to the *Bedford* was reported on the *Minotaur*, which was the second vessel of the line, steamed out to sea and signalled to the *Kent* and *Monmouth* to follow her example in order to avert further disaster. Meanwhile the *Bedford* lay bumping on the rocks and her crew did what could be done under such circumstances. The boats were got out by hand and other preparations made to leave the wreck. When it was light enough to accurately gauge the position of the *Bedford*, the *Minotaur* and *Monmouth* stood in as close as possible to the reef and the crew of the *Bedford* was transferred, a watch to each vessel.

Meanwhile, the *Kent* had been despatched to Nagasaki to report the occurrence to the Admiralty and to make arrangements for salvage, and in consequence, her officers and men knew very little of the affair and only became acquainted with the fact that lives had been lost after arrival at this port.

The burial service on Thursday evening was a most impressive ceremony. As the *Monmouth* slowly steamed past the wreck on her voyage to Nagasaki, the crew of the *Bedford* assembled off and on their chaplain, the Rev. Wm. H. Mandvall—who is a son, we believe, of the late Archbishop Mandvall, at one time C.M.S. missionary at Nagasaki—began the service. In addition to the ordinary ritual of the Church of England, two hymns—"Rock of Ages" and "Abide with Me"—were sung by the assembled ship's crew. The service lasted about an hour and concluded with the usual three volleys and the sounding by the bugles of the "Last Post."

The Captain, Commander, and a number of officers and men of the *Bedford* are on board the flagship and are being kept back as court-martial witnesses. The remainder leave here by the P. & O. s.s. *Yubia*, and we believe will go home to England by that steamer. The men of the *Bedford* are extremely sorrowful at the disastrous termination of their commission, which under ordinary circumstances would have expired in February next. Officers and men worked harmoniously together and it was considered a "happy" ship.

We understand that the divers report that the rent in the ship's bottom is 140 feet in length. When the accident occurred the boiler in the flooded compartment was displaced and a steam-pipe broken. Death must have come to the unfortunate victims almost instantaneously. Four or five of the bodies have been seen by the divers, but cannot yet be recovered.

THE SALVAGE OPERATIONS.

No time has been lost in stripping the cruiser of everything of value, and the crews of the *Bedford* and the two vessels which have stood by have had an arduous experience. As there is not a safe anchorage near the wreck, the *Minotaur* and *Monmouth* have stood out to sea each evening as darkness has set in, returning the following morning at daylight. Working parties have been sent on board the wreck and laboured unceasingly, without respite for proper meals, until the approach of night had again driven the supporting cruisers to sea. Much valuable materials have been salvaged, including some of the six-inch gun, each of which weigh five tons, and all the small guns.

During the week the *Monmouth* and the *Minotaur* have each lost an anchor. As the former is a sister-ship of the *Bedford*, one of the latter's anchors was substituted. The work of transferring it was performed by a boat's crew from the *Monmouth* and is referred to with high praise by the men of the *Bedford* who witnessed the proceeding. We understand that there is a ridge of rock alongside the wreck and that high waves were breaking over it at the time the anchor was taken from the *Bedford*. It was necessary for the pinnace employed to be between the ridge of rock and the cruiser while in this hazardous position the *Monmouth's* men removed the anchor with as little commotion, and as neatly as a letter is taken from an envelope, "to quote our informant. The Chief of Staff specially praised the men concerned.

The Mitsui Bishi Company's salvage steamer *Oura-maru* left here yesterday for the scene of the wreck with salvage appliances.—Nagasaki Press.

Two men, shareholders to the extent of a lac each in one of the native banks at Shanghai which recently became bankrupt, have been arrested on Mixed Court Civil summonses. The claimants at whose instance the warrants were issued are Chinese, says the *Mercury*, and the matter does not therefore come before any of the foreign assessors.

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RUBBER COMPANIES.

Singapore, August 25.

Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore and Co's Prices, June 8.	Dividends	Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore and Co's Prices, June 8.	Dividends
15/ paid	Alor-Pongsu	14.0	25%	5/ paid	Malacca Ordinary	10.5.0	7/8
3/ 1/2	Anglo-Johore			5/ 1/2	Merlimau		
17/6	Anglo-Malay			5/ 1/2	Merton Syndicate		
5/ 1/2	Bakap			5/ 1/2	Mount Austin		
5/ 1/2	Batu Caves	17.10.0	35%	5/ 1/2	Narborough Est.		
5/ 1/2	Batu Kawan			5/ 1/2	North Hummock		
5/ 1/2	Batu Tiga	5.12.6		5/ 1/2	Padang Jawa		
3/ 1/2	Berangan Selangor			5/ 1/2	Pandau Johore		
15/ 1/2	Beruan Perak			5/ 1/2	Pataing	3.10.0	50%
5/ 1/2	Do. Ordinary			5/ 1/2	Pelepah (Johore)		
5/ 1/2	Bidor			5/ 1/2	Perak	6.5.0	42%
12/6	B'lands Selangor			5/ 1/2	Penero Est.		
3/ 1/2	Bukit Cielu	3.5.0		5/ 1/2	Prae		
3/ 1/2	Bukit Kajang	2.10.0pm		5/ 1/2	Ratanuf		
5/ 1/2	Bukit Mertajam			5/ 1/2	Rembia	10/6 pm	
5/ 1/2	Bukit Rajah	20.0.0	150%	5/ 1/2	Rim		
5/ 1/2	Bukit Selangor	6.7.6		5/ 1/2	R. Est. of Krian		
5/ 1/2	Castledale			5/ 1/2	R. of Johore		
5/ 1/2	Chaoket Salak R. and Tin			5/ 1/2	Sagga	16.10.0	
5/ 1/2	Chersonese	4.9		5/ 1/2	Seahfield	7.15.0	15%
5/ 1/2	Chavot			5/ 1/2	Selangor	3.16.0	75%
5/ 1/2	Choia Rubber			5/ 1/2	Selatrub		
5/ 1/2	Cicely Ordinary	2.12.6	135%	5/ 1/2	Sempah	2.25 pm	
5/ 1/2	Do. Preferred	2.12.6	140%	5/ 1/2	Sengayan		
5/ 1/2	Consol. Malay	1.10.6	80%	5/ 1/2	Seremban	4.2.0	10%
5/ 1/2	Damansara	9.0.0	50%	5/ 1/2	Serangoon		
5/ 1/2	Dennistown			5/ 1/2	Shelford		
5/ 1/2	Enph. Selangor	16/-	15%	5/ 1/2	Singating (N. S.)	3.17.6	
5/ 1/2	Fed. Selangor			5/ 1/2	Singapore Para	8/-	7 1/2%
5/ 1/2	Gara K. Est.			5/ 1/2	Straits (Bertam)		
5/ 1/2	Karoo (Malacca)	6.15.0	25%	5/ 1/2	Sungei Bahru	5.10.0	
5/ 1/2	Golden Hope			5/ 1/2	Sungei Choh	18/-	32 1/2%
5/ 1/2	Gula-Kalumpung	6.6.9	10%	5/ 1/2	Sungei Kapar		
5/ 1/2	H. and Lowlands	16.5.0	50%	5/ 1/2	Sungei Kruit		
5/ 1/2	Johore Para			5/ 1/2	Sungei Liang	4.17.6	
5/ 1/2	Jong-Lander			5/ 1/2	Sungei Salak	6.12.6	
5/ 1/2	Jugra (Ordway)			5/ 1/2	Sungei Way		
5/ 1/2	Juru Estates			5/ 1/2	Tangkah		
5/ 1/2	Kampung Kuantan	7/- pm		5/ 1/2	Third Mile		
5/ 1/2	Kamuning "A"			5/ 1/2	Tremelby		
5/ 1/2	Do. "B"			5/ 1/2	Utd. Sun Betong		
5/ 1/2	Kapar Para	10.5.0	10%	5/ 1/2	Utd. D'Or Est		
5/ 1/2	Kellias			5/ 1/2	Vallambrosa	2.13.6	250%
5/ 1/2	Kepong			5/ 1/2			
5/ 1/2	Kilimngah			5/ 1/2			
5/ 1/2	Kinta Kellias			5/ 1/2			
5/ 1/2	Klanang			5/ 1/2			
5/ 1/2	Klian-Kellias			5/ 1/2			
5/ 1/2	Kota Tinggi	3/6		5/ 1/2			
5/ 1/2	Kota Tampan			5/ 1/2			
5/ 1/2	Krubong			5/ 1/2			
5/ 1/2	Kuala Klang	10.5.0	30% int.	5/ 1/2			
5/ 1/2	Kuala Lumpur			5/ 1/2			
5/ 1/2	Kuala Pah			5/ 1/2			
5/ 1/2	Kuala Selangor	20/-	25%	5/ 1/2			
5/ 1/2	Labu	7.0.0	27 1/2%	5/ 1/2			
5/ 1/2	Lanadron	6.0.0 pm		5/ 1/2			
5/ 1/2	Ledbury	4.0.0	17 1/2%	5/ 1/2			
5/ 1/2	Lendu	2.12.0pm		5/ 1/2			
5/ 1/2	Lings	2.19.6	50%	5/ 1/2			
5/ 1/2	London Asiatic	16/-		5/ 1/2			
5/ 1/2	Lumut Est.	27/6		5/ 1/2			
5/ 1/2	Madingley Est.			5/ 1/2			
5/ 1/2	Malacca 7 1/2 Cum. Partici- pating Pref	10.5.9	10%	5/ 1/2			

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Subscribed Capital .. 3,275,000
Paid-up Capital .. 1,212,500 0 0
II. Fire Funds .. 3,468,136 6 7

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Hongkong, 19th July, 1910. [788]

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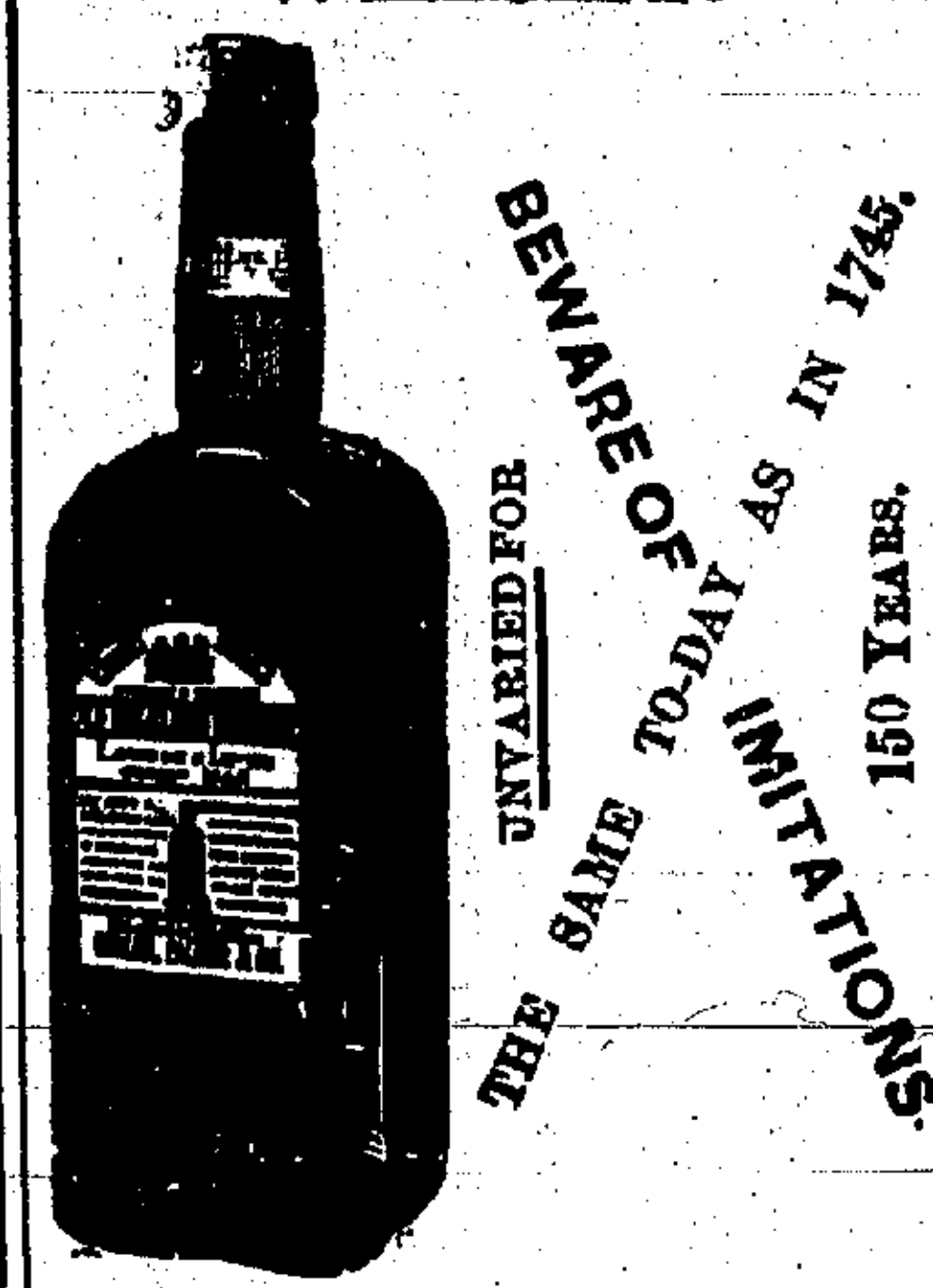
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MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Com. A. Lowry, Nagasaki.	
Astraea, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddie, Singapore.	
Atlas, admiralty tug, 615 tons, 1,400 h.p., Master, S. West, Hongkong.	
Bedford, armoured cruiser, 9,800 tons, i.h.p. 27,000, Capt. E. S. Fitzherbert, ashore.	
Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Hongkong.	
Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. E. H. Donovon, Shanghai.	
Cadmus, British ship, 1,070 tons, i.h.p. 1,400, id. Captain H. L. P. Heard, Canton.	
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master, W. Smith, Hongkong.	
Clio, British ship, 1,070 tons, i.h.p. 1,400, Comdr. C. T. Borrett, Shanghai.	
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. C. E. Lloyd Thomas, Hongkong.	
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Nagasaki.	
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Guy, V.C., Weihaiwei.	
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Maurice, Nagasaki.	
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Weihaiwei.	
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. R. St. J. Farquhar, Nagasaki.	
Kinab, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtze.	
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Capt. R. C. Learmonth, Kuala, B. N. Borneo.	
Minotaur, armoured cruiser, (flagship) Vice- Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Nagasaki.	
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. L. E. Power, M.V.O., Nagas- aki.	
Moonraker, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leth, West River.	
Nightingale, river gunboat, 65 tons, 240 h.p. Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.	
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. E. Stevenson, Nagas- aki.	
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. W. C. Lucas, Canton.	
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, Canton.	
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yang- tze.	
Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Barlow, R.N., Hong- kong.	
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.	
Teal, river gunboat, 180 tons, 2 guns, i.h.p. 300, Lieut. Comdr. R. J. Buchanan, Yangtze.	
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Yangtze.	
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. C. E. Lloyd- Thomas, Hongkong.	
Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. R. L. Hancock, Straits Settlements.	
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.	
Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze.	
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. B. B. Brooke, Yangtze.	
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. G. F. A. Mulock, Yangtze.	

ON SALE.

A TABLE OF THE
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AT HONGKONG
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AVERAGE MARKET PRICES.

September 1st, 1910.

The Prices are given in Dollar Cents.	
BUTTER MEAT.	
Mei Lung Pa Yuk—Beef, sirloin and prime cut	30
Ham Ngau Yok—Corned Beef	22
Shia Ngau Yok—Beef	22
Ngau Lam—Beef of Beef	22
Tong Yok—Beef for soup	20
Ngau Yok Pa—Beef Steak	22
Ngau Yok Oh—Sausages	26
Ngau No—Bullock's Brains	9
Ngau Lao—Beef Steak, Sirloin	30
Ngau Lo—Bullock's Tongue	12
fresh, each	50
Ham Ngau Le—	60
Ngau Lam—Bullock's Head	85
Ngau Sam—	12
Ham Ngau Kin—Beef Hump, salt	18
Ngau Kok—Bullock's Feet	24
Ngau Kok—Bullock's Kidney	9
Ngau Mei—Bullock's Tail	18
Ngau Kon—Bullock's Liver	12
Ngau T'o—Bullock's Tripe, undressed	6
Ngau T'ai—Pig's Calves— head and Feet	\$1.00
Yang Hai Kwai—Mutton Chop	22
Yang Fe—Leg of Mutton	22
Yang Shan—Mutton Shoulder	20
Yang Tau—Sheep's Head & Neck	60
Yang Sam—Sheep's Heart	25
Yang Lu—Sheep's Kidney	9
Yang Kon—Sheep's Liver	12
Ch. Kik—Pig's Feet	24
Ch. No—Pig's Brains	24
Ch. T'ai—Pig's Fry	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Kidney	15
Ch. T'ai—Pig's Liver	15
Ch. T'ai—Pig's Spleen	15
Ch. T'ai—Pig's Testes	15
Ch. T'ai—Pig's Uterus	15
Ch. T'ai—Pig's Vagina	15
Ch. T'ai—Pig's Penis	15
Ch. T'ai—Pig's Scrotum	15
Ch. T'ai—Pig's Clitoris	15
Ch. T'ai—Pig's Vulva	15
Ch. T'ai—Pig's Vagina	15
Ch. T'ai—Pig's Uterus	15
Ch. T'ai—Pig's Testes	15
Ch. T'ai—Pig's Spleen	15
Ch. T'ai—Pig's Liver	15
Ch. T'ai—Pig's Kidney	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Neck	15
Ch. T'ai—Pig's Back	15
Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Neck	15
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Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
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Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
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Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
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Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
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Ch. T'ai—Pig's Neck	15
Ch. T'ai—Pig's Back	15
Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Neck	15
Ch. T'ai—Pig's Back	15
Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Neck	15
Ch. T'ai—Pig's Back	15
Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Neck	15
Ch. T'ai—Pig's Back	15
Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	15
Ch. T'ai—Pig's Neck	15
Ch. T'ai—Pig's Back	15
Ch. T'ai—Pig's Sides	15
Ch. T'ai—Pig's Legs	15
Ch. T'ai—Pig's Feet	15
Ch. T'ai—Pig's Brains	15
Ch. T'ai—Pig's Tongue	15
Ch. T'ai—Pig's Head	

SHIPPING.

ARRIVALS.

AMIGO, German str., 522, W. Langschwager
5th Sept.—Haiphong and Hoilow 4th
Sept.—Hico—Jensen & Co.
ANAMIA, British str., 1,159, C. Sangster, 5th
Sept.—Amoy 4th Sept., Cass Oil—Asiatic
Petroleum Co., Ltd.
CARL-BLOEMFONTEIN, German str., 774, Chr.
Jensen, 6th Sept.—Pukhoi 2nd and
Hoilow 5th Sept., General—Jensen & Co.
CHILDAR, Norwegian str., 1,102, H. Nielsen,
5th Sept.—Bangkok 28th August and
Swatow 4th September, Hico—Angard,
Thorsen & Co.
COLOMBO MARU, Japanese str., 2,919, E. Cam-
ber, 6th Sept.—Moji and Singapore 30th
Aug.—General—Nippon Yusen Kaisha.
CROOK, American transport, 4,124, C. S. Wil-
lams, 5th Sept.—Manila 3rd Sept.
DEBYLINGER, German str., 5,001, G. Meiners,
6th Sept.—Singapore 2nd Sept., Mails and
General—Meiners & Co.
FEICHIANG, Chinese str., 6th Sept.—Canton.
GLENNATH, British str., 3,051, F. J. Jones,
6th Sept.—London and Singapore
20th Aug., General—Shewan, Tomes & Co.
GOEBEN, German str., 5,192, G. Bolle, 6th
Sept.—Shanghai 3rd Sept., General
Meiners & Co.
HUNGKOW, British str., 1,217, E. Forsyth, 6th
Sept.—Tientsin 30th August, General—
Butterfield & Swire.
KAIFUKU MARU, Japanese str., 1,903, Suda,
6th Sept.—Moji 31st August, Coal—Mitui
Bishi Goshi Kaisha.
KANAGAWA MARU, Japanese str., 3,594, C. H.
Butler, 6th Sept.—Shanghai 3rd Sept.,
General—Nippon Yusen Kaisha.
KIANG PING, Chinese str., 1,222, H. Uden,
5th Sept.—Chinkiang 30th August,
General—Yang Lo & Co.
MANABU MARU, Japanese str., 3,246, Yama-
moto, 6th Sept.—Moji 31st August, Coal
—Mitui Bussan Kaisha.
NANSANG, British str., 2,591, P. M. B. Lake,
6th Sept.—Calcutta and Singapore 31st
August, General—Jardine, Matheson & Co.
YANTZSE, British str., 4,149, Jos. Palford,
6th Sept.—Shanghai 3rd Sept., General—
Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
6th September.
Alesia, German str., for Shanghai.
Bloemfontein, British str., for Shanghai.
Feiching, Chinese str., for Shanghai.
Goeben, German str., for Europe, &c.
Halvard, Norwegian str., for Hoilow.
Kiang Ping, Chinese str., for Canton.
Tacoma Maru, Japanese str., for Keelung.
Tibetia, Dutch str., for Batavia.
Yantze, British str., for Singapore.
Yatling, British str., for Saigon.

DEPARTURES.

6th September.
BENGLOE, British str., for Nagasaki.
HAINUN, British str., for Swatow.
LOOSK, German str., for Swatow.
TAMING, British str., for Manila.
WUW, British str., for Canton.

SHIPPING REPORTS.

The British str. *Rubi* reports: Moderate to
fresh S.W. wind and rough sea.
The British str. *Anamba* reports: Light
variable winds and fine weather throughout.
The British str. *Huichow* reports: Fine
weather; passed some wreckage derelict fishing
boats off Chupai Island on the 5th September.
The British str. *Nansang* reports: Bay of
Bengal, moderate S.W. monsoon, fine and clear
weather; Singapore to Hongkong, moderate
S.W. monsoon with rainy weather and moderate
sea up till the last 24 hours, then light North
Westerly breeze and smooth sea, fine and clear.

VESSELS IN DOCK.

September 6th.
TAIKOO DOCK—Union, Drumellan, Deneter,
Nauchang, Tjallop.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Empress of India*
arrived at Shanghai at 1 a.m. on the 5th inst.,
and left again at 8 p.m. same day for Hongkong,
where she is due to arrive at 10 a.m. to-morrow.

THE INDIAN MAIL.
The Indo-China str. *Laiwang* left Calcutta
for the Straits and Hongkong on the 28th ult.,
and is due here on or about the 13th inst.

THE AMERICAN MAIL.
The P.M. str. *Mongolia* left Yokohama on
the 30th ult., for Hongkong via Kobe, Nagai-
ki and Manila, and is due to arrive at Hongkong
on the 11th inst.

The T.K.K. str. *Tenyo Maru* left Yokohama
on the 5th inst., and is due to arrive at
this port on the 13th inst.

THE AUSTRALIAN MAIL.
The E. & A. str. *Eastern* from Sydney, &c.,
left Port Darwin on the 29th ultimo for Timor,
Manila and this port.

The E. & A. str. *Aldenhams* left Sydney on
the 21st ultimo for Queensland Ports, Manila
and this port.

MERCHANT STEAMERS.
The P. & O. S. N. Co. str. *Nore* left Singa-
pore for this port on the 2nd inst., at 3 a.m.,
and is due here to-day at about 6 a.m.

The H.-A. Line str. *Sambha* left Shanghai
on the 3rd inst. a.m., and may be expected here
to-day.

The H.-A. Line str. *Spezia* left Kobe via
Poochow on the 1st inst. a.m., and may be ex-
pected here to-morrow.

The Mogal Lin. str. *Pathan* sailed from the
United Kingdom on the 2nd ultimo for Hong-
kong via Straits.

The I.G.M. str. *Prinz Sigismund* left Kobe
on the 4th inst., at 5 a.m., and may be expected
here on or about the 9th inst.

The O.S.K. str. *Panama Maru* left Tacoma
for this port via Japan and Manila on the 6th
ultimo, and is expected to arrive here on or
about the 13th inst.

The N.Y.K. str. *Ceylon Maru* (Bombay
Line) left Bombay for this port via Colombo
and Singapore on the 26th ult., and is expected
here on the 13th inst.

The O.S.K. str. *Seattle Maru* left Tacoma,
Wash., for this port on the 20th ultimo, and is
expected to arrive here on or about the 27th
inst.

STREAMERS PASSED THE CANAL.

August 19th—*Hirano Maru*, Prom-
etheus, Tranquebar, Yarra. 19th—Delayed
through mutation, Yarra. 23rd—*Indrasama*,
Iverek, 26th—*Alemon*, C. Ford, Lucina,
Hudson, Nippon, Palawan, Sibona, Amiral
Eclair, Andra, 30th—*Benader*, Prim
Eitel, Friedrich, Bonali, Sogo Maru, Wymerie,
September 2nd—*Denidi*, Brasilia, China, Ka-
ga Maru, Keemun, Kleist, Muckaon, Mayune,
Oceanien, Peshawar, Tongo Maru, Pacificque.

ARRIVALS AT HOME.

September 2nd—*Ernest Simons*, Kaiser,
Pembrokehire.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" SAT., 17th Sept.
"EMPRESS OF JAPAN" SAT., 8th Oct.
"EMPRESS OF CHINA" SAT., 29th Oct.
"MONTEAGLE" TUESDAY, 8th Nov.
From Quebec. "ALLAN LINE" FRIDAY, 14th Oct.
"EMPRESS OF IRELAND" FRIDAY, 4th Nov.
"ALLAN LINE" FRIDAY, 25th Nov.
From St. John, N.B. "EMPRESS OF BRITAIN" FRIDAY, 16th Dec.
"ALLEN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 p.m.
"Monteagle" at 12 noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at ST. JOHN or QUEBEC with the Company's New Palatial
"EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy
through route to Europe.
The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped
with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers "£43" "£45."
and 1st Class Railway "£43" "£45."
First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD—
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
DELHI	8000 February 4	MANITUA	11000 March 4	March 10
ARCADIA	7000 February 18	MALWA	11000 March 18	March 24
ASSAYE	7500 March 4	MACEDONIA 10500 (Through Steamer calling at BOMBAY)	April 1	April 7
MARMORA	10500 March 18	MOLDAVIA 11000	April 15	April 21
DEVANHA	8000 April 1	MONGOLIA 10000	April 29	May 5
DELHI	8000 April 15	MOOREA 11000	May 13	May 19
ASSAYE	7500 April 29	MOULTAN 10000	May 27	June 2
DELTA	8000 May 13		June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2ND £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA	4700 January	25 March
* NUBIA	5900 February	8 March
* SYRIA	6660 March	22 April
* NORA	6700 March	8 May
* PALAWAN	4700 April	5 May
* BORNEO	4600 April	19 June
* SICILIA	6700 May	3 June
* SUMATRA	4600 May	31 July
* NILE	6700 June	14 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE &c.
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2ND £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

1002]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA

VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.
* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE.
VIA SUEZ CANAL.
FORNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"YARBA" Capt. Ristorelli	On 12th Sept., P.M.
MARSEILLES VIA PORTS	"V. DE LA CLOTAT" Capt. Barillen	On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANEN" Capt. Seller	On 25th Sept., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 27th Sept., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building.

Hongkong, 31st August, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERE, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG ...	"GOEBEN" Capt. G. BOLTE	17,300	Wedday, 7th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DEERFLINGER" 17,000 Capt. G. MEINERS		About 7th Sept.
MANILA, ANGAUR, YAP, MAROUN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND" 6,000 Capt. D. LENZ		Saturday, 10th Sept., at Daylight
YOKOHAMA & KOBE	"COLENZ" 6,750 Capt. H. RAEGER		About 20th September.
KUDAT and SANDAKAN	"BORNEO" 5,050 Capt. F. SEMBIL		End of September

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 27th August, 1910.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, MALTA
PORT SAID, SUEZ AND STRAITS.

THEY & O. S. N. Co.'s Steamer
"PALMA"

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence
delivery may be obtained against Bills of
Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless
notice to the contrary be given To-day.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst. will be subject
to rent.

No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognized. No claims will
be admitted after the Goods have left the Go-
dows.

E. A. HEWETT,
Superintendent.
Hongkong, 5th September, 1910.

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
SEDE IN ROMA.

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship
"CAPRI"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the hazardous and/or extra-hazardous Go-
dows of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., Kowloon, whence
delivery may be obtained. Deliverable Goods to
be taken delivery of immediately.
All Claims must be sent to the Office of the
Undersigned before Noon, on the 16th inst., or
they will not be recognized.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on MONDAY, 12th inst., at 2.30 P.M.
All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 5th September, 1910.

THE BANK LINE LIMITED.
NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 30th August, 1910.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.

(Taking Cargo on Through Bills of Lading to
Kangoon, Madras and Mauritius.)

THE Steamship
"LIGHTNING"

Captain E. P. Smith, will be despatched for
the above Ports on FRIDAY, the 9th inst.,
at NOON.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 7th September, 1910.

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. SAINT PATRICK "About 10th Sept."
For Freight and further information, apply
DODWELL & Co., Ltd.,
Agents.
Hongkong, 5th September, 1910.

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
SEDE IN ROMA.

STEAM FOR BOMBAY
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEBRON, GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLOA.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"CAPRI"

Captain Moresco, will be despatched as above
on MONDAY, the 12th Sept., at Noon.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st August, 1910.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship
"DELTA"

Captain B. W. H. Snow, carrying His Majesty's
Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the 17th
September, 1910, at Noon, taking passengers
and Cargo for the above ports in connection
with the Company's s.s. "MOULTAN" 9,621
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuable, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London
other cargo for London, &c., will be conveyed
via Bombay by the E.M.S. "PERSIA", due
in London on the 15th October, 1910.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 5th September, 1910.

SHIRE LINE OF STEAMERS, LTD.
FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
"CARNARVONSHIRE"

Captain Gregory, will be despatched as above
on or about the 17th September.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 31st August, 1910.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEEN,
SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS
to SOUTH AFRICA, PERSIAN GULF, Red
SEA, BLACK SEA, LEVANT, VENICE,
and ADRIATIC PORTS).

THE Company's Steamship
"VORWAERTS"

Captain Bednars, will be despatched as above
on THURSDAY, the 29th Sept.
This Steamer has capital accommodation for
passengers, electric light, electric fan in all
cabins, and carries a doctor.
For information as to Passage and Freight
apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 31st August, 1910.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST.
is given in the
HONGKONG WEEKLY
PRESS.

with which is incorporated
THE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12 per
annum. Postage \$2 to any part
of the World.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOBE Capt. G. Phillips	About 7th Sept.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. J. F. Fox	About 9th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 7th September, 1910.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILOILO and CEBU via AMOY	"SUNGKIAN"	On 7th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"PAKHOI"	On 8th Sept., 4 P.M.
THINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	On 8th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAYRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to
Hongkong, 5th September, 1910.MELOHERS & CO.,
AGENTS. 6

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 9th Sept., Noon.
MANILA	"YUENSANG"	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Saturday, 10th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Enl. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

agkng, 6th September, 1910. GENERAL MANAGER 14

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	"KANAGAWA MARU" Capt. C. H. Butler	7,000	WED'DAY, 7th Sept., at 4 P.M.
	"MIYAZAKI MARU" Capt. T. Murai	9,000	WED'DAY, 14th Sept., at Daylight
	"KITANO MARU" Capt. F. E. Cope	9,000	WED'DAY, 28th Sept., at Daylight

VICTORIA B.C. & SEATTLE	"SADO MARU" Capt. Hiortdahl	7,000	SATURDAY, 10th Sept., from KOBE.
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VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"AWA MARU" Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	"SINABA MARU" Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"YAWATA MARU" Capt. T. Sekino	5,000	FRIDAY, 30th Sept., at Noon.
	"NIKKO MARU" Capt. M. Yagi	6,000	FRIDAY, 23rd Oct., at Noon.

BOMBAY via SINGAPORE and COLOMBO	"COLOMBO MARU" Capt. E. Combes	5,000	WED'DAY, 7th Sept., at 5 P.M.
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SHANGHAI, MOJI and KOBE	"CEYLON MARU" Capt. Fred Pyne	6,000	WED'DAY, 14th September.
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KOBE and YOKOHAMA	"HIRANO MARU" Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
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NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon.
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CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.
= Calling at Saigon.
‡ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. [13-125]

Hongkong, 5th September, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BUEI	2540	R. Rodger	Manila	On 10th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. ALESIA	8th Sept.
S.S. C. FERD. LAEISZ	27th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SILEBIA	4th Nov.
S.S. SUEVIA	16th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

HOMEWARD.

FOR HAVRE, HAMBURG & ANTWERP:	
S.S. SAMBIA	7th Sept.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SFEZIA	9th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	
S.S. LIBERIA	14th Sept.
FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BADENIA	2nd Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. AMBRIA	4th Oct.
FOR HAVRE & HAMBURG:	
S.S. ALESIA	11th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 7th September, 1910.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUYO-MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 7th September, 1910.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7081

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:

32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate

filtration. Absolute purity assured. Plant open

to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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